weeks preceding its attack on Manila without considering it an act of war and adoptions to a prove the constructions of a payment, as the captured insurgent records have set the question at rest forcever. They show that Aguinaldo, under the advice of the Hong Hong Junta, proceeded from that city to Manila harbor with the intention of securing as much aid from the United States as possible, and then, when in his opinion he might find himself sufficiently strong, driving out the Americans with the sword. His course throughout was consistent with this well-settled intention. His declaration of independence of June, 1835, his capture during the succeeding see em months of the slightly garrisoned Spanish posts throughout the islands, by which he obtained large quantities of arms and ammunition; the elimination from his so-called government of his abest advisers, who advocated United States supremacy, his declared dictatorship; the concentration of his troops around Manila; the public demonstrations and rejoicings at his capital of Malolos on the anticipated victory of his army shortly before hostilities commenced—all following each other in well-timed succession—are sufficient in themselves to prove a predetermined definite plan of action to place the country under Tagalo rule.

Thut independent of the proof attendant upon this concerted plan, absolutely convincing evidence of intention to attack the United States troops is found in Aguinaldo's autographic instructions of Jan. 9, 1899 incertify four weeks before active hostilities were inaugurated), wherein he displays great simme was marvelous, for he was professing friendship toward the United States troops of military matters, but not that savage ferocity which characterized his instructions bear date, he appointed by mysself for the sake of peace, as he expressed it.

Gen. Otis next gives a translation of the Aguinaldo instructions alreany published, Gen. Otis denies that after the severe flathing on Feb. 5, this duplicity at this time was marvelous, for he was

"Not until they were driven beyond Calum pit and Balluag old they make any attempt authorities, and then only for the purpose of gaining sufficient time to reassemble their scattered forces. The temper of the insurgent troops at this time was confident and aggressive, as we had not made any forward movement since the latter part of June, and the more ignorant appeared to believe that our

resources were about exhausted." Gen. Otis says that smen, the better clasof Filipinos the impressions were far different and gives a letter from a leading Filipino to Aguinaldo, dated Sept. 14, 1899, urging that the insurgents seek peace with the Americans. The writer of this letter tells Aguinaldo that nothing but ruin, death and desolation has followed his determination to fight the Americans: that he has been unable to prevent them from goi g anywhere they pleased and that the further the American troops advanced the worse became the condition of the Filiphone. He added

umph of a party which is to-day in the miner-ity in the United States, without perceiving

FILIPINO HOPES IN BRYAN.

JUNE AND THE MAN CEAL BETOM.

"""AA AND THE MAN CEAL BETOM.

"""AA AND THE MAN CEAL BETOM.

"""

"""AA GOOD THE READ OF THE THE MAN CEAL BETOM.

"""

"""

JULY OF THE THE MAY CEAL BETOM.

"""

"""

A GOOD THE READ OF THE THE THE MAY CEAL BETOM.

"""

"""

A GOOD THE BETOM.

"""

A GOOD THE STANDARD THE BETOM.

"""

A GOOD THE BETOM.

"""

"""

A GOOD THE BETOM.

in imposing the most severe measures, but was it poncy?

"Throughout November and December the enemy had a formidable army in southern Luzon and maintained many strong armed organizations in the immediate neighborhood of Maniia, and a number of the southern islands contained well-organized insurent troops. These would not believe any facts which we might proclaim, but would remain the dupes of their officers. Besides, the insurgents at this time had in captivity American soldiers and more than 5,000 Spanish subjects, upon whom they would retaliate should we publicly proclaim an intended enforcement of the law in all its rigor. Our mission was to pacify the inhabitants by acquainting them with a knowledge of our pacific intentions, which a proclamation drawn upon lines the circumstances warranted would certainly have misled. The insurgent leaders, civil and military, were, as I knew from the confessions of those captured or who had surrendered, fully aware of the penalties they invoked by adopting guerrilla methods of warefare, and our own officers had a keen appreciation of conditions. It was not therefore, thought to be prudent to openly proclaim to our solders that at Filipinos still bearing arms, whiches

BROOKLYN FURNITURE COMPANY.

We are prepared to show a stock that for size, assortment and quality is by far the most select of this season's best products. There are hosts of new and attractive designs for Parlor, Library, Chamber and Dining Room that are very complete and exclusive. An inspection at this time would be both interesting and profitable to you and a pleasure to us.

Our extensive business enables us not only to get the best but to buy at the very lowest prices; you therefore effect a big saving when you make your purchases

No Extra Charge for Special Credit.

......

Brooklyn Furniture Company, 559 TO 571 FULTON STREET. BROOKLYN, N. Y.

mmmmmmmmmmm Pozorrubio, followed closely by the Third Cavalry and the Thirty-third Infantry. Aguinaldo was pushed northeastward into the Province of Bontoc and thence into the mountains. He was pursued by Maior March's ba talion of the Thirty-third Infantry, while Gen. Young established headquarters at Vigan. Referring to Gen. Young's campaign, Gen. Otts says:

"While driving the force of Aguinaldo to the northeastward his troops liberated more than 3,000 Spanish and American prisoners, following relentlessly all armed bodies and detachments by which they were guarded. The importance which the insurgents attached to the retention of them may be understood from the captured instructions sent to one of their chief officers on Nov. 15 from Tarlac, which are as follows:

the retention of the retentions sent to one of their chief officers on Nov. 15 from Tarlac, which are as follows:

"Will not go to Manila. Otis did not accept our proposition. To-day enemy attacked our outposts, because Otis promised McKinley to take Tarlac to-day. Think they cannot break through. Take care of our prisoners, for therein lies our great hope. Spanish commissioners try to deceive us, dealing with us as insurgents. Our government sent them away and they withdrew greatly displeased. The quadruple alliance between France, Russia, Germany and Spain is a fact. Before December we will know our fate. Throughout Europe there is sympathy for our cause. American Democrats already in our favor. They are sure of Bryan's triumph next election. The review of these operations extends over a period of five months, or from the middle of November to April 18, whereas we covered a recital of affairs in the Cagagan Valley and in other portions of Luzon north of Manila to Dec. 16 only. Nor have we mentioned the attempts put forth to establish civil government and to open the coast ports to trade in any of the provinces of the island of which we had taken possession during the fall and winter, and which were initiated in northwestern Luzon as early as Dec. 2."

Returning to the situation in Manila, the report says that "the work of recruiting and sending out men from Manila for the insurgent ranks never ceased, and supplies and munitions of war for the enemy continued to pass out, notwithstanding all efforts to break it up. The insurgents formed a strong police force under the secret direction of a Col. Gon. ales, and the insurgent solutionities still considered Manila the proper point of attack.

"They did not expect to secure it by any approved torm of combat," Gen. Otis goes on, "but through assassination, bomb explosions, incendiary itres, and the uprising of the native inhabitants. An uprising to be attended by sweeping confiagrations was their constant effort. Says the Lieutenant-Colonel in charge of the Gerona a

inhabitants. An uprising to be attended by sweeping conflagrations was their constant effort. Says the Lieutenant-Colonel in charge of the Gerona arsenal in a letter of Oct. 20, 1859, addressed to the 'Director-General of Artillery, Tariac:

"In confliance with your orders about dynamite bombs I send six to your headquarters, with anvils, pistons, and cartridges of dynamite for loading at the proper moment. Senor Manuel Rovriosa, who is in charge, carries them, with directions for their use. As soon as others are ready I will send them.

"It is fair to presume that the man, duly commissioned, reached Manila, as many bombs were captured in the city by our police in November, although some were turned in by those designated to throw them."

Gen Otis, bringing the report to a close, says. "The character of warfare which prevailed during the months of February, March, and part of April, the weakness of the enemy, the activity of our troops, the apparent rapid change in sentiment on the part of the inhabitants as manifested by their return to their homes (which they abandoned upon our advance) so soon as we occupied the country and could give them protection, and the assistance they furnished us to find, arrest, or scatter ladrones, or the small remaining insurgent bands, are shown in the telegrams. The telegrams also show the severe punishments those inhabitants invited from insurgents or ladrones if discovered to have given information concerning them, a fact which the inhabitants fully realized. A few of them who gave information were assassinated, but with the establishment of town government and the appointment of native police under military supervision the confidence of the people in their personal security was strengtheded and the appointment of native police under military supervision the confidence of the people in their personal security was strengtheded and the appointment of native police under military supervision the confidence of the people in their personal security was strengtheded and the aid they

insurgents conveyed."

Gen. Oils compilments the navy on its cooperation with the army, and praises 17s officers. He records the killing of Gen. Lawton by the Filipinos on his return trip from northern Luzon, and in speaking of the work of the army in general says:

"In the dispersion of our army of 60,000 men throughout the Philippines, the labor attending dispersion and supply became very great. Independent of land transportation, which it has been recessary to employ, a number of coasting vessels have been kept actively engaged. Notwithstanding the multitude of demands presented there are no instances in which troops, however circumstanced, have not received abundant food supplies except when in rapid pursuit of a fleeing enemy the wheeled transportation furnished them was temporarily abandoned. Nor has there been a scarcity of ordnance or any material shortage of clothing during the year's activity. This fact in itself shows the competency of officers connected with the departments of suepily, and no further proof is required to establish their efficiency and unremitting attention to duty. The ability, marked efficiency, and zeal of officers of this army may be judged by the year results accomplished. The sterling qualities of the enisted force is Indicated in their prompt response to every demand made upon them, however exacting the attending fatigue, however been excelled, and they never suffered a defeat.

Had Part of His Brain in a Paper Bag.

From the Philadelphia Public Ledger. was brought to the County Hospital here from Fort the kick of a horse, and some of his brains knocked ut. The man saved the brains and brought them to the hospital in a paper bag. McClintock is per-

BRYAN'S SILENCE AS TO MEXICO. Facts About Silver Which He Must Have

Learned When He Went There. William J. Bryan's silence these days on the silver question is akin to the silence which followed his trip to Mexico three years ago, when he went there to learn how free silver worked in actual practice. The people of Mexico learned a great many things on his trip to the southern republic about which he has never said a word. Only recently there appeared in the Two Republics, a newspaper published in the City of Mexico, the reproduction of an interview with T. S. Van Dyke in the Los Angeles Herald.

"Nothing in the life of Mr. Bryan ever became him like the blinding flash of silence that marked his return from Mexico three years ago," said Mr. Van Dyke. "He announced with a grand flourish of trumpets that he was going there to study the silver question. He has made no announcement yet of his conclusions. The great peculiarity of the silver question was the number of false statements, both of theory and fact, that passed current so long without being questioned. And foremost among these was the one that the Mexican dollar would still buy as much of the products of that country as ever it did, although it would buy only half of the quantity of imported articles that

weeks. But it is not at all necessary to go there. One can sit in Los Angeles, and with a slight knowledge of business, figure out the

whole thing in five minutes. "Let us take Nogales, where the line through the centre of the town. Let us suppose the Mexican dollar worth just 50 cents in American money and the duty and transportaion across the line nothing. Suppose flour on the American side is worth \$1 a sack, which will be \$2 in Mexican money on the other side of the line. Suppose there is on the Mexican side a flouring mill running on Mexican wheat raised right there. At what price will that miller sell that flour to his beloved countrymen in their own money? Call up your twelve-year-old boy and he will tell you that if the miller should sell it to them for anything less than it would bring across the line in American money they could just pack it across the line themselves and sell it and thus make the profit that the miller might have made. If the boy has been a clerk in a country store a few weeks he will know business enough to tell you that the miller will discount the American price just enough to catch the business and no more, and that the price in Mexican money would be almost if not quite \$2, although the cost of producing and is not going to be patriotic enough to give his countrymen the profit that he can as well make

himself.

"And how far from the line will this condition of things continue? The boy need not be over 20 to tell you, after a little reflection, that it will continue just as far from the line as the duty and cost of transportation will permit a profit. For coffee, chocolate and other such products of Mexico duty and transportation will be so slight compared with the value of the article that the rule will hold all over the Republic.

"Let us now suppose that you are in business and buying goods on time. If the money of your country is below the par of the world's mone y it is almost certain to be fluctuating. If so you don't propose to be left a loser when you come to settle with the parties from whom you have bought; nor do you propose to sell your goods too cheap if the price is likely to rise. Everything th t is the subject of export as well as import will be affected by any fluctuation. Suppose it is likely to be as high as 5 per cent. Will you add just 5 per cent. to the price of your goods? Or will you not make it to so as to be certain, just as the money lender does in figuring on the taxes on a mortgage in California?

"In every country having its ports open to the world's price in the world's money, less the duty and the transportation. If the money of that country is below par and fluctuating, which is certain if it is below par, then every man who deals in those articles will increase his profit enough to insure against that fluctuation.

"The consequence is that in Mexico prices are about as follows. With the dollar worth.

"The consequence is that in Mexico prices run about as follows: With the dollar worth, say just 50 cents in gold, the price of anything that in the United States would be a dollar will in Mexico be from two and a guarter to three dollars. And this seems to affect everything that can be exported whether it actually is or not. Thus in Guaymas last spring brown Mexican beans were 7 cents a pound, when at the same time they were advertised in the Los Angeles stores at nine pounds for a quarter. Sugar was 14 cents (unrefined), coffee 65, checolate (best kind) \$1:50, chewing gum 15 cents, Los Angeles papers the same, and imported stuff of all kinds on much the same basis.
"All but labor. Farm laborers got \$20, Mexican, and boarded themselves: school teachers \$40 to \$60 a month, Mexican money: clerks and bookkeepers, about the same. But products of labor not the subject of export, like fish and cysters, bore the price of labor, and in Mexican money were about one-half the price of ours here in our money. No wonder Mr. Bryan has never mentioned Mexico since he went there to make a study of the great advantages of a silver basis."

believe that it is especially adapted to do your advertising? Because in all New York there is no man of property, no man of real substance, no ciuzen of standing and of honorable ambition Who does not read THE SUN. -Adv.

Steamboats.

Boston and New England Points. VIA SOUND LINES.

FALL RIVER LINE, via Fail River-Leave
vier 19, N. R., foot of Warren st, week days and
undays at 6:00 P. M. louch at Newport from N. Y.
undays only. St amers PRISCILLA and PURI-TAN. Orchestra on each.

PROVIDENCE LINE, via Newport and Providence. Leave Pier 18. N. R., foot of Murray st., week days only, at 5:00 P. M. Steamers PLYMOUTH and PILGRIM. Orchestra on each.

STONING FON LINE, via Stonington—Leave Pier 56. N. R., foot of Spring st., week days only, at 6:00 P. M. Steamers Maine and New Hampshire.

NORWICH LINE, via New London—Leave Pier 56, N. R., foot of Spring st., week days only, at 5:30 P. M. Strs. CITY OF LOWELL and CITY OF WORKESTER. WORCESTER.

NEW HAVEN LINE, From Pier 25, E. R., foot of Peck Silp, week days. Steamer CHESTER W. CHA PIN leaves 3 P. M.; RICHARD PECK 12 midnight, Sundays, Steamer CHESTER W. CHAPIN leaves 9:50 A. M.; returning, due New York 8 P. M. A deligntful trip. All day on Long Island Sound.

Palatiai Day Steamers "New York" and "Albany."
Fastest and finest river boats in the world.
DALLY EXCEPT SUNDAY.
For the Catskillis, Albany, Saratega, and all points
East, North and West.
Leave Brooklyn, Fullon St. (by Annex) 8:00 A. M.
"New York, Desbrosses St. Pier.... 8:40"
"New York, West 22d St. Pier.... 8:40"
"Landing at Yonkers, West Point, Newburgh, Poughkeepsie, Kingston Point, Catskill, Hudson and Albany. Through tickets on sale at leading ticket offices, including those of the New York Transfer Co., who check baggage from residence to destination.

CONCERTS MORNINGS & AFTERNOONS. "I have seen the workings of it several times
Mexico, and can understand the tremendous
Mexico, and can understand the tremendous

Central-Hudson Boats.

> Week days, except Saturdays, 4 P. M. Saturdays, POUGHKEEPSIE LINES.
> days, except Saturdays, 4 P. M. and 5 P. M. Week days, except Saturdays, 4 P. M. and 5 P. M. Saturdays, 1 P. M. and 3 P. M. Morning boat, daily, 9:30 A. M. Sunday, 9 A. M. Evening boats, week days, except Saturdays, 4 P. M. and 5 P. M. Saturdays, 1 P. M. and 3 P. M. Morning boat every day and evening boats Saturday, land 129th st. half hour later.

THE JOY LINE
\$2.00 TO BOSTON PROVIDENCE
\$1.00 TO PROVIDENCE ROUND TRIP. Steamer leaves Tuesdays, Thursdays and Saturdays at 5 P. M. from Pier 35, East River, and 5:30 P. M. from foot East 31st St.

\$3.00 TO BOSTON DIRECT VIA Wednesdays at 5 P. M., Saturdays 7 P. M., from Pler 35, East River, foot of Catharine St. Rooms TELEPHONES, 2827, 2828, FRANKLIN.

TROY BOATS. STEAMERS CITY OF TROY OR SARA-TOGA, ENTIRELY REBUILT, refurnished and redecorated, leave West 16th st. daily, 6 P. M., except Saturday. Sunday steamers touch at Albany. Dining Rooms on Main week. Searchlight Display. Excursions—Troy. 82.50; Saratoga, 84.50. Send for booklet excursion tours to all summer resorts North and East

Albany Evening Line Steamers ADIRONDACK or DEAN RICHMOND leave Pier 52 N. R., foot Canal St., at 6 P. M. daily (Sundays excepted), connecting with eapress trains for SARATOGA, LAKE GEORGE, RICHFIELD SPRINGS, SHARON SPRINGS, FHOUSAND ISLANDS. ADIRONDACKS and the West. Saturday night steamer connects with Sunday morning train for Saratoga, North Creek, Caldwell and steamer on Lake George. Summer excursion tickets at reduced rates.

75 C. TO PROVIDENCE

Yel the New Line

Reliable & Popular Route, Sup 1:0 Service,
Fast Time, Large & Favorite Str. 'as achusetts.

Tuesdays, Thursdays and Saturdays from Pier 36,
North River, foot of Spring st., New York, at 5:45 P. M.

Tickets and rooms may be obtained at Pier 36,
and on steamer on salling days.

Hudson River Steamer MARY POWELL. Leaving Desbrosses at 3:15 (Saturdays 1:45).
West 22d at 3:30 P. M. (Saturdays 2 P. M.), for CRANSTONS, WEST POINT, CORNWALL, NEWBURGH, N.W. HAMBURGH, MILTON, PO'KEEPSIE, RONDOUT and KINGSTON. Or-chesticate based.

Catskill, Hudson and Coxsackie Boats leave foot of Christopher St every week-day at 6 P.M., connecting with B. & A. R. R. at Hudson.

Ocean Steamers. MAINE STEAMSHIP CO.

DIRECT LINE TO PORTLAND, MAINE.
Connecting with all railroad and steam ship lines to
all Summer Resorts. Steamships "Horatio Hall"
tnew and "Manhattan" leave Pier No. 38, E. R., foot
of Market Street, every Tuesday Thursday and Saturday at 5 P. M. Steamers fitted with every modern
improvement for the comfort and convenience of prasengers. Ticket offices No. 290 Broadway, corner of
Reade St., and general office No. 222 South St., opposite the Pier. HORATIO HALL, G T. M., 222 South st Around
Porto Rico STEAMSHIP Co.
Steamers San Juan, sailing
S: 1 15, and Ponce, Sept. 2v.
touching at San Juan, Ponce, Sept. 2v.
touching at San Juan, Ponce, Sept. 2v.
touching at San Juan, Ponce, and principal ports of the island. The best of modern accommodations for first and second cabin passengers.
All rooms outside on deck.
Office, No. 1 Broadway, New York.

HAMBURG-AMERICAN LINE.

Twin Screw Express and Passenger Services.
London, Paris and Hamburg.

*A. Victoria. Sept. 13, 10am; Y. Bismarca. Sep. 20, 10am
Patricia... Sept. 13, 10am; Waldersee, Sep. 22, 3:30pm
*Express Steamers 'Passenger Steamers.
For sailings, etc. apply to
Company's Office, 37 Broadway. Phone 1871 Broad.

Pier 45, North River, Office. 9 Broadway, New York.

Voyages

Of Two to Five Days IN COOLNESS AND COMFORT By the Steamers of the **OLD DOMINION LINE**

NORFOLK, OLD POINT COMFORT, VIRGINIA BEACH,

RICHMOND,

WASHINGTON, at \$13 upwards. With or Without Hotel Coupons.

Steamers sail daily, except Sunday, from Pier 26, North River, foot of Beach St., where tickets and staterooms can be secured For full information apply to Passenger Department,

81 Beach St., Corner West St., N. Y. OLD DOMINION LINE.

DAILY SERVICE. For Old Point Comfort, Norfolk, Portamouth, Pinner's Point and Newport News, Va., connecting for Petersburg, Richmond, Virginia Beach, Washington, D. C., and entire South and West.

Freight and passages, and Petersburg, Pinner Petersburg, Pi ton, D. C., and entire South and West.

Freight and passenger steamers sail from Pier
26, N. R., foot of Heach St. every week day at 3 P. M.,

H. B. WALKER, Traffic Manager.

CALIFORNIA

Raymond & Whitcomb 25 Union Square.

sengers at low rates.
INTERNATIONAL NAVIGATION COMPANY.
Piers 14 and 15, N. R. Office, 75 Broadway. FRENCH LINE. Compagnie Generale Transatlantique DIRECT LINE TO HAVRE-PARIS (France).

Salling every Thursday at 10 A. M.
From Pier No. 42, North River, foot Morton St.
La Bretagne. Sept. 13 L'Aquitaine. Oct. 4
La Lorraine. Sept. 20 La Touraine. Oct. 11
La Gascogne. Sept. 27 La Lorraine. Oct. 18
First Class to Havre. 355 90 and upwards.
Second Class to "42.50"
General Agency: 32 Broadway, New York. CUNARD LINE TO LIVERPOOL From Piers 51 and 52. North River.

Etruria. Sept. 15, 10 A. M. | Lucanta. Sept. 22, 2 P. M. Servia. Sept. 18 1 P.M. | Umbria. Sept. 29, 9 A. W. VERNON H. BROWN & CO., G-n. Agts., 29 Broadway

NORTH GERMAN LLOYD STEAMSHIP CO.
CHERBOURG, SOUTHAMPTON, BRENEM.
FAST EXPRESS STEAMERS.
Lahn. Sept. 11, 10 A. M. | K.M.Th., Sept. 18, 10 A. M.
Trave. Sept. 15, 10 A. M. | Aller ... Sept. 27, 9 A. M.
OELRICHS & CO., 5 BROADWAY.

Railroads.

CENTRAL R. R. OF NEW JERSEY Four Tracks. "Electro Pneumanc Signals Stations in New York, Liberty St. and South Ferry. Trains leave Liberty St. as below time from South Trains leave Liberty St. as below time from South

Ferry five minutes earlier except as noted | Sandaya | Sundaya | Sund

SANDY HOOK ROUTE.

From foot of Rector St.

Through to Point Pleasant—9:00, 10:00, 11:00
a. m., 1:00, 2:00, 3:43, 4:30, 5:30 p. m. Through to
Ocean Grove—S:00 p. m. Sundays—Through to Point
Pleasant, 10:00 a. m., 1:00, 1:00, 8:00 p. m.

ROYAL BLUE LINE. FOR P ILADELPHIA. 1*4:30, 17:30, 18:60, 19:00, 10:00, 11:30 a.m., 1:00, 1:30, 3:00, 13:30, 4:00, 14:30, 5:00, 7:00,

1:00, *1:30, *3:00, pm . *12:15 mdt. 7:30, \$9:00, *9:25 p. m . *12:15 mdt. BALTIMORE AND WASHINGTON.

ations foot of West 23d, Cortlandt and Desbrosses Streets (Penns. R. R. Ferries).

Streets (Penna, R. R. Ferries).

A. West 23d Street. B., Corriandt or Desbrosses Fts.

Dally †Except Sunday. VSunday 4.55 P.M. tSunday
6.45 A.M. eSunday 8.15 A.M. xSunday 7.15 A.M.

Easton Local.

LV N Y. A. LV N Y. B.

Buffalo and Western Express.

**8.10 A.M.

Black Disnosh Express.

**1.55 A.M.

Wilkes-Bare and Sc anton Local.

Wilkes-Bare and erranton Exp. 7.55 P.M.

Mauch Chenk Local.

**2.10 P.M.

Mauch Chenk Local.

**2.10 P.M.

Chicago & Toron to Vestibule Exp. **5.55 P.M.

Exposition Express.

Ly 10 P.M.

Express.

**1.55 P.M.

**5.40 P.M.

Express.

**5.55 P.M.

Exposition Express.

**1.55 P.M.

Exposition Express.

**1.55 P.M.

**5.00 P.M.

Exposition Express.

**1.55 P.M.

**5.00 P.M.

Exposition Express.

**1.55 P.M.

**5.00 P.M.

Express.

**1.55 P.M.

**5.00 P.M.

Express.

**1.55 P.M.

**5.00 P.M.

**1.55 P.M.

**5.00 P.M.

Express.

**5.55 P.M.

**5.55 P.M.

**5.55 P.M.

**5.00 P.M.

Express.

**5.55 P.M.

**5. Pullman Cars on all express trains.

80. 1 LAINFIELD & BOUND BROOK locals. Week,
days, Lv. W. 23d st., 2.95 A. M., 4.10, 6.10 and 9.25 P. M.,
Lv. Cottl. & Dreb. Sis., 9.40 A. M., 4.75, 6.20 and 9.30 P. M.,
Tickets and Fullman accommodations at 118 261, 260,
825, 945 and 1334 Broadway, 25 Union Square West, 2:5
Columbus Ave., N. Y.; 66 Fullion St. 4 Court bt., 92
Broadway, and Annex S. a fon, Br. oklyn.
N. Y. Transfer Co., will call for and check baggage
from hotel or residence through to destination.

N. Y. N. H. & H. P. R. and connections
From Grand Central Station.
Leave.

19 way of

58:00 A. M. Hartford and Willimantie. 2:00 P. M.
9:04 A. M., Springfield and Worcester. 3:30 P. M.
10:09 A. M., "IN-we London and Providence.3:00 P. M.
10:09 P. M. Springfield and Worcester. 5:40 P. M.
12:00 M. Springfield and Worcester. 5:40 P. M.
1:00 P. M. Springfield and Worcester. 5:40 P. M.
1:00 P. M. Sirringfield and Worcester. 5:00 P. M.
1:00 P. M. New London and Providence. 2:00 P. M.
1:00 P. M. New London and Providence. 0:00 P. M.
1:00 P. M. New London and Providence. 1:00 P. M.
1:00 P. M. New London and Providence. 1:100 P. M.
1:100 P. M. New London and Providence. 1:100 P. M.
1:100 P. M. New London and Providence. 1:100 P. M.
1:100 P. M. New London and Providence. 1:100 P. M.
1:100 P. M. New London and Providence. 1:100 P. M.
1:100 P. M. New London and Providence. 1:100 P. M.
1:100 P. M. New London and Providence. 1:100 P. M.
1:100 P. M. New London and Providence. 1:100 P. M.
1:100 P. M. New London and Providence. 1:100 P. M.
1:100 P. M. New London and Providence. 1:100 P. M.
1:100 P. M. New London and Providence. 1:100 P. M.
1:100 P. M. New London and Providence. 1:100 P. M.
1:100 P. M. New London and Providence. 1:100 P. M.
1:100 P. M. New London and Providence. 1:100 P. M.
1:100 P. M. New London and Providence. 1:100 P. M.
1:100 P. M. New London and Providence. 1:100 P. M.
1:100 P. M. New London and Providence. 1:100 P. M.
1:100 P. M. New London and Providence. 1:100 P. M.
1:100 P. M. New London and Providence. 1:100 P. M.
1:100 P. M. New London and Providence. 1:100 P. M.
1:100 P. M. New London and Providence. 1:100 P. M.
1:100 P. M. New London and Providence. 1:100 P. M.
1:100 P. M. New London and Providence. 1:100 P. M.
1:100 P. M. New London and Providence. 1:100 P. M.
1:100 P. M. New London and Providence. 1:100 P. M.
1:100 P. M. New London and Providence. 1:100 P. M.
1:100 P. M. New London and Providence. 1:100 P. M.
1:100 P. M. New London and Providence. 1:100 P. M.
1:100 P. M. New London and Providence.

WEST SHORE RAILROAD. Trains leave Franklin St. Station, N. Y. as follows and 15m. later foot West 42d St., N. R.:

*7:15 A.M.—For Interm points to Albany & Mont'l.

†11:20 A.M. (1) Lakes Mohonk Minnewaska. Sara-†11:20 A.M. (...) Lakes Mohonk Minnewaska. Sara
10 Min Inc.

*2:40 P.M. --Cont. Ltd. for Detroit, Chic. & St. Louis,
13:45 P.M. --For Hudson River points to Albany,
16:15 P.M. --For Roch. Buffalo, Detroit & St. Lou.

*9:15 P.M. --For Roch. Buffalo, Detroit & St. Lou.

*9:15 P.M. --For Syra. Roch. Niag. F'ls. Det. & Chic.
Dally, 'Dally, except Sunday. Leaves Brooklyn
Annex. No. 1 at 10:45 A. M. 2 at 3 P. M. Leaves
Jervey City P. R. Sta., No. 1 at 11:20 A. M. 2

at 3:35 P. M. Time tables at principal hotels and
offices. Baggage checked from hotel or residence
by Westcott Exp.

C. E. LAMBERT, General Passenger Agent, N. Y.

Short Ocean Pennsylvania

STATIONS foot of WEST TWENTYTHIRD STREET
AND DESUROSSES AND CORTLANDT STREETS
AFTHE leaving time from Debrosses and
Cortlandt Streets is five minu es later than
that given below for Twenty-third Street Station, except where otherwise noted.
7:55 A. M. FAST MAIL—Limited to two Buffet
Parlor Cars New York to Pittsburg Steeping Car,
Pittsburg to Chicago. No coaches to Pittsburg.
9:25 A. M. FAST LINE—Pittsburg and Cleveland.
9:55 A. M. FAST LINE—Pittsburg and Cleveland.
0:55 A. M. PENNSYLVANIA LIMITED—Pulman Compartment Steeping, Dining Smoking and
Observation Cars. For Chicago. Cleveland. Toledo,
Cincinnati Indianapoits, Louisville, St. Louis.
8:55 P. M. CHICAGO AND ST. LOUIS EXPRESS,
—For Toledo, Nashville (via Cincinnati and Louisville), Indianapoits, Chicago. St. Louis.
8:55 P. M. ST. LOUIS EXPRESS,—For Chicago.
For Toledo except Saturday.
7:55 P. M. PESTERN EXPRESS.—For Chicago.
For Toledo except Saturday.
7:55 P. M. PACIFIC EXPRESS—For Pittsburg
and Chicago. For Knoxville daily, via Shenan
doah Valley Roule, Connects for Cleveland, except
Saturday.
8:25 P. M. CLEVELAND AND CIFCINNATI EX. PRESS.—For Pittsburg. Cleveland Cincinnati.

WASHINGTON AND THE NOT III.

7:55, 5:25, 6:25, 10:10 (Desbrosses and Cortlandt Streets, 10:29) (Dining Car), 10:55 (Dining Car).

A. M., 12:55, 2:10 (Desbrosses and Cortlandt Streets, 2:29), (3:25 "Congressional Lim" all Parior and Dining Cars, 5:25, 4:25 (Dining Car). 4:55 (Dining Car).

10:55 (Dining Car). A. M., 12:55 (3:25 "Congressional Lim" all Parior and Dining Cars., 5:25, 4:25 (Dining Car).

10:55 (Dining Car). 4:55 (Dining Car). 8:25 P. M., 12:10 night.

SOUTHERN RAILWAY.—Express. 3:25, 4:25 P. M., 12:10 night. SOUTHERN RAILWAY.—Express, 3:25, 4:25
P. M., 12:10 night, daily.
NORFOLK AND WESTERN RAILWAY.—For Memohis and New Orleans, 3:25 P. M. daily.
ATLANTIC COAST LINE.—Express. 8:55 A. M. and 9:25 P. M. daily.
CHESAPEAKE AND OHIO RAILWAY.—8:55
A. M. and 4:55 P. M. daily
SEABOARD AIR LINE.—Express, 12:55 P. M. and 12:10 night, daily.
FOR OLD POINT COMPORT and NORFOLK.—7:55 A. M. week days and 8:55 P. M. daily.
ATLANTIC CITY.—9:55 A. M. and 2:55 P. M. week-days. Through Vestibule Trains. Buffet Parlor Cars and Standard Coaches.
APE MAY.—12:55 P. M. week days.
For points on New York and Long Branch Ballroad from West Twenty-third Siges! Station; 8:55 A. M. 12:10 (1:10 Saturdays only). 2:25, 2:55. 8:25, 4:10
4:55 and 6:55 P. M. Sundays. 7:55, 9:25 A. M. 4:45 P. M. (from Desbrosses and Cortland: Streets), 8:30, 9 A. M., 12:20 (1:20 Saturdays only). 2:34, 3:10, 3:40, 4:20, 5:10 and 7:00 P. M. Sundays, 8:15, 9:45 A. M. 5:15 P. M.

SOUTHERN RAILWAY FAST MAIL LINE SOUTH.

3.25 P. M.—N.Y. & FLA. EXPRESS—Pullman Drawing Room Sleeping Cars, New York to Columbia Savannah Jack-sonville, Port Tampa and Augusta. Dining Car Service. Steamship connections for Key West and Having

Service. Steamship connections for Key West and Hav. na.

3:25 P. M. — WASHINGTON AND CHATTANOOGA LIMITED, VIA LYNCHDaily, BURG AND BRISTOL-Pullman
Drawing Room Sleeping Cars New York to Roanoke, Knoxville, Chattanooga, New Orleans and
Membits, Dining Car Service.

4:25 P. M. — WASHINGTON, AND SOUTHWESTERN LIMITED-Pullman
D-IIV. Drawing Room Sleeping Cars,
New York to Atlanta, Macon, New Orleans, Birmingham, Memphis, Asheville, Knoxville, Chattanooga and Nashville, Dining Car Service, Tourist Sleeping Car, Washington to San Francisco,
Mondays, Wednesdays and Fridays.

12:10 NIGHT— FAST MAIL-Pullman Buffet
Sleeping Cars, New York to AtDaily lanta, New Orleans, Savannah,
Jacksonville, Fla. Steamship connections for Nassau, Key West and Havana, Dining Car Service,
SOUTHERN RV OFFICE, 1185 & 271 BROADWAY
and all Pennsylvania R. R. ticket offices.

42d St. New York, as Johnson, which was york and Arrive New York M. Addrondack & 1000 Islands, †10:20 F. M. Syracuse Local . †6:25 F. M. Empire State Express . †10:00 F. M. Fast Mail . †0:00 J. A. M. Saratoga & Montreal Spi. 19:30 J. A. M. Day Express . †7:00 A. M. Day Express . †7:00 P. M. Southwestern Limited . †6:00 P. M. Ny and Chien go Special . †1:50 P. M. Albany and Troy Flyer . †1:10 P. M. Albany Special . †2:00 P. M. Detroit Special . †2:00 P. M. Pan American Express. '7.27 A. M. Buffalo & S. W. Spectal. '8.00 A. M. M. Pacific Express. '5.30 A. M. M. Midnight Express. '7.30 A. M. M. Midnight Express. '7.00 A. M. †Dally. except Sunday. †Dally. except

Monday.

Harlem Division.

9:12 A. M. and 5:35 P. M. Daily except Sunday to Pittsfield; Sundays only at 9:20 A. M. Pubman cars on all through trains.

Trains illuminated with Pintsch light.

Ticket offices at 113. 261, 415 and 1216 Broadway; 25 Union Sq. W., 275 Columbus Ave., 133 W. 125th. St., Grand Central Station, 125th. St. Station and 13sth St. Station, New York; 338 and 726 Fulton St. and 106 Broadway. E. D. Brooklyn.

Telephone "90: 35th Street" for New York Central Cab Service. Baggage checked from hotel or residence by Westcott Extress Company.

GEORGE H. DANIELS, General Prasenger Agent.

Through trains leave New York, foot of Chambers st. as follows and 5 minutes earlier from W 23d at:

9:00 a. m. Daily—Solid train for Buffaloarr 8 p. m. Blinghamton, Waverly, Elmira and Bradford Coaches, parlor car and cafe dining car to Buffalo.

9:15 a. m.—Daily except Sundays, to Blinghamton, Owego, Waverly, Elmira and Delaware Valley points. Daily to Port Jervis and Monticello. Pullman Parlor Cars.

2:30 p. m. Daily—Chicago, Limited—Fast Mall—Solid train to Chicago, arriving 5:20 p. m. Arr. Cleveland 7:40 a. m. Sleepers to Chicago, Cleveland Cincinnati. Dining car.

7:30 p. m. Daily—Buffalo and Cleveland Express—arr. Buffalo 7:05. Bradford 7:20, Jamestown 7:00 and Youngstown 10:27 a. m.; Cleveland 12:30 p. m. Siepers to Buffalo and Cleveland. 2:40 p. m. Siepers to Buffalo and Cleveland. Cafe car.

9:15 p. m. Daily—Solid train for Blughamton, Waverly, Elmira. Chicago, Sleepers to Buffalo. Chicago, Cincinnati. Dining car

TICKETS. LOCAL TIME CARD AND PULLMAN ACCOMMODATIONS at 111, 118, 261, 401 and 957 Broadway, 156 East 125th st and 273 how work 15th st. Chambers and West 23d st. ferries, New York Transfer Co calls for and checks baggage to destination. ERIE RAILROAD.

BALTIMORE & OHIO R. R.

Leave New York, foot of Liberty street; South Ferry
(Whitehall Terminal 5 minutes earlier,

Daily, *Except Sundays, 4Sundays,
CHICAGO, 4:30 A. M. (Liberty street only), *1 50
P. M. and *12:15 night.

CHICAGO, *4:30 A M. (Liberty street only).

P. M. and *12:15 night.
PITTSBURG, *4:30 A M. (Liberty street only).
*3:00 P. M. and *7:00 P. M. 12:15 night.
CINCINNATI, ST. LOUIS, *10:00 A M. *7:00
P. M. *12:15 night.

ROYAL BLUE TRAINS.

WASHINGTON, BALTIMORE, 15:00, *10:00 P. M. (Diner).
*1:30 A. M. (Diner). *1:00 P. M. (Diner).
*1:31 (Diner). *3:00 ("Royal Limited" exclusively).
Pullman Train (Diner and cafe). *5:00 (diner). *10:00 P. P. M.
All trains are illuminated with Pintsch Light
Offices 113, 172, 261, 434, 1300 Broadway 25 Union
Sq., W., 127 Bowery, N. Y.; 339 Fulton at Broadign; Whitehall Terminal and Liberty at Figgage
checked from hotel or residence to destination

Lackawanna Railroad.

CHESAPEAKE & OHIO

4:55 P. M., DAILY F. F. V. LIMITED 8:55 A. M. DA LY .- Western Express: Pull WABASH RAILROAD

FREE RECLINING CHAIR CARS.

FAST TIME. LOW RAIFS.

FAMOUS "Continental Limited" leaves New York daily 3 P. M., arrives Detroit 7,30 A. M. chleage 8,35 P. M. St. Louis 7,15 P. M. next day hansas for Chleago and St. Louis, having New York 6,00, 8:15 and 9:30 P. M. daily.

"Queen City Special" leaves New York 10 A. M. arrives Chicag: 10:55 A. M. St. Louis 2 P. M., Kansas City 9:30 P. M. next day.